

**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF TRANSPORTATION PLANNING,
LIVABLE COMMUNITIES - PLANNING PROJECT LISTING**



Title	Jurisdiction	District/County	Category	Description	Funding
City of Red Bluff Southside Neighborhood Revitalization Area (SSNRA) Transportation Improvement Study	City of Red Bluff	2/Tehama	Multimodal Planning	To prepare a Southside Neighborhood Revitalization Area (SSNRA) Transportation Improvement Study that provides for safe and efficient routes for pedestrian and bicycles from the SSNRA to the local shopping, medical and employment centers, enhanced multi-modal means to, from and within the study area, and capacity, deficiency and alternative improvement analysis for the transportation corridors and intersections within the study area.	Caltrans (CT) Community Based Transportation Planning grant award.
City of Gridley State Route 99 Streetscape	City of Gridley	3/Butte	Mainstreet	To provide a comprehensive streetscape design that integrates State Route 99 with the community, and serves as a guide for future improvements. This will improve the highway frontage both visually and functionally and present an attractive "face" to highway travelers.	CT Community Based Transportation Planning grant award.
Valley Vision and Sacramento Housing and Redevelopment Agency Smart Community Access Centers	City of Sacramento	3/Sacramento	Telecommuting	Plan two Smart Community Access Centers in Sacramento County. These centers will use a mix of digital networks and existing buildings to provide access to work, services, technology, resources and transportation. The goal is to demonstrate a new, affordable way to create the dense, mixed-use center of a livable community.	CT Community Based Transportation Planning grant award.
Central Park and Davis Farmer's Market	City of Davis	3/Yolo	Public participation in development decisions.	Nationally recognized public park and winner of the Centennial Medallion as one of the most important landscapes of the last century, and a 1999 Ahwanhnee Award. It underscores that "making community places" requires local advocates and participation. Participation included: structured workshops, scored walking tours, models/simulations, and community surveys. Final design began only after two years of participation, project took ten years to complete.	

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Davis Commons and Aggie Village	City of Davis	3/Yolo	Horizontal mixed-use	Davis Commons and Aggie Village are examples of horizontally mixing residential and commercial that creates pedestrian and bicycling opportunities--reducing short vehicle trips and vehicle miles traveled. City amended zoning codes to permit existing residential and commercial zones to be combined into unified development sites.	
Placer Legacy	Placer County	3/Placer	Preserving Open Space	Placer Legacy is a long range, comprehensive strategy for protecting open space in Placer County, designed to implement the open space goals of Placer County's 1994 General Plan by protecting open space and farmland.	Sales Tax Defeated. Alternatives Being Considered.
Sierra Business Council	Counties in the Sierra Nevada	3/Various	Regional integrated planning	The Sierra Business Council is an association of more than 500 member businesses working to secure the long-term economic and environmental health of the Sierra Nevada. (SBC) has committed staff and organizational resources to the effort and is assisting the County with two significant parts of the program: fundraising and public outreach and participation. A key goal of SBC is to ensure that specific plans follow the guidelines established in the general plans.	Placer Legacy Fundraising Effort.
City of Davis Farmland Mitigation Ordinance	City of Davis, Yolo County	3/Yolo	City/County Agreement on revenue sharing	City of Davis 1995 comprehensive "farmland preservation ordinance" minimizes conflicts between land uses at the rural-urban edge and preserves prime farmland. Basis of success is revenue sharing agreement between county and city. For every acre of farmland developed, one acre of comparable farmland is preserved in perpetuity--to date 2,500 acres.	In Lieu Fees.

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Pensione K	City of Sacramento	3/Sacramento	Affordable Housing, Mixed use and jobs-housing balance	In Central City just two blocks from the Capitol, this mixed-use, mixed-income infill project allows low-income workers in the Central City to live near where they work. Pensione K has 125 units (each 250 sq ft) for minimum wage workers in retail, education, construction and restaurants. The project features live-work units for artists and others who live where they work. Units rent to low-income and median-income.	
East Sacramento	City of Sacramento	3/Sacramento	Range of housing choices, walkable community	"Streets of dreams" residential district is in an old traditional upscale neighborhood of the Central City of Sacramento --with elegant houses, proximity of shopping, and narrow grid-patterned streets with generous mature tree-cover throughout make the neighborhood very pedestrian-friendly. The neighborhood is sprinkled with several different housing types that are always in high demand: single-family; duplex; and, four-plex.	
Curtis Park	City of Sacramento	3/Sacramento	Walkable community, range of housing choice.	Near the Central City, developed in the 1920s and 1930s. Narrow grid-patterned streets with sidewalks throughout Curtis Park make this neighborhood very pedestrian-friendly. Short setbacks, porches in front of the houses, garages behind the houses or at least recessed, small lot, ancillary housing, generous mature tree cover, and on-street parking--all add to the pedestrian orientation of this very "walkable" neighborhood.	

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Fox & Goose	City of Sacramento	3/Sacramento	Adaptive reuse	This site is just a few blocks from a light rail station. Work on the adaptive-reuse project at 1001 R Street began in January 1972. This is an adaptive-reuse of the historic Fuller Paint and Glass Company warehouse-- one of most historic warehouses on the R Street Corridor. The building was built in 1913. Now the restaurant is a renowned eatery for the area's politicians, activists--anybody desiring conversation or entertainment--and provides a high-quality, walkable dining and entertainment destination to many downtown employees and residents as well. Local landmark-- modeled after the 200-year old Fox & Goose in Moors in northern England-- with traditional qualities and unique and diverse atmosphere.	
Memorial Auditorium	City of Sacramento	3/Sacramento	Restoration	The rehabilitation of this old, civic auditorium began in 1995 and was completely renovated by 1996. The historic landmark (once considered the "arena and performing arts house") in the Central City (an area envisioned as a mixed commercial and entertainment district) was originally built in 1927 by Dean and Dean Associates. The fine beaux-arts building--with its large Corinthian columns--was shut down for earthquake retrofits in 1986.	
Metro Square	City of Sacramento	3/Sacramento	Traditional neighborhood designed infill development	A 45-unit production home infill development project in Midtown District in the City of Sacramento, the development is just blocks away from the Capitol. Project is part of the City's efforts to revitalize the Midtown District. Each unit has traditional neighborhood design (TND) features--a front porch, a small private backyard, an attached garage tucked under the unit. Many consider the popular Midtown District as an excellent example of a modern "urban village." These units were sold by the end of the first day.	

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City of Palo Alto El Camino Real (State Route 82) Corridor Study	City of Palo Alto	4/Santa Clara	Mainstreet, Multimodal Planning	Modify the streetscape as it passes through Palo Alto to increase safety, improve the pedestrian environment, encourage transit use and provide a more attractive urban design image.	CT Community Based Transportation Planning grant award.
Transportation for Livable Communities (TLC) Program	MTC (Bay Area)	4/Various	Grant or Loan Programs	The Transportation for Livable Communities (TLC's) primary goal is to support transportation projects that 1) have been developed through a collaborative and inclusive planning process; 2) encourage pedestrian, transit and/or bicycle trips; 3) provide for compact development of housing, downtowns and regional activity centers; 4) are part of a community's development or redevelopment activities; and 5) enhance a community's mobility, identity and quality of life.	Planning Grants, Capital Grants and a Housing Incentive Program are Offered.
Vacaville-Dixon Greenbelt Authority (VDGA)	Cities of Dixon and Vacaville	4/Solano	Funding farmland/open space protection (direct purchase)	In March 1996, the Solano County cities purchased 1,002 acres of farmland along I-80 in order to create a permanent "greenbelt" between the two communities. The land was purchased at an agricultural value. Restrictions on development were added to the property's deed and the land was resold without a net loss to production agricultural interests.	Difference in Purchase Price and Sale Without Conservation Easement.
Sonoma County Agricultural Land Conservation District	Sonoma County	4/Sonoma	Funding farmland protection (General obligation bonds)	Title--"General Obligation Bond-Sales Tax to protect farmland". The County's 1990 Measure C sales tax (requiring a 2/3 vote of the county) and the creation of the Sonoma County Agricultural Land Conservation District. These revenues are spent on purchases of agricultural land (both fee simple acquisitions and agricultural conservation easements)--protecting over 28,000 acres to date.	Sales Tax.
Shattuck Avenue Lofts	City of Berkeley	4/Alameda	Mixed-use, Infill Development	Mixed-use, dense infill project with 24 residential units and density of 163 units per acre. Density allowed by zoning, determined by parking.. Ground floor café, one minute walk to shopping, increased public life has improved safety of neighborhood, building completely sold out in seven months.	Loan from the City Housing Trust Fund.

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The Berkeleyan	City of Berkeley	4/Alameda	Transit Oriented Development (TOD) (mixed-use, infill development)	Mixed-use, dense infill project with 56 residential units and density of 225 units per acre. Access to 1,500 square foot roof deck with bay views, 100% handicap accessible/adaptable, near campus, two blocks from Bay Area Rapid Transit (BART), local Alameda-Contra Costa (AC) Transit District bus line on same corner; shops and restaurants within three to four blocks.	Privately Funded.
Oriental Warehouse	City of San Francisco	4/San Francisco	Infill Development	A 66-unit residential for-sale condominium project with density of 33 units per acre. One block to transit, and one to two blocks to shopping.	Privately Funded.
City Mews	City of San Francisco	4/San Francisco	Infill Development	A 60-unit townhouse project south of Market Urban enclave, with a density of 65 units per acre. The project evokes the mews style of living common in Great Britain for centuries. Average distance to transit and shopping—three blocks. Housing and Urban Development (HUD) Building Innovation and Homeownership Award 1997.	Commercial Financing.
School House Station	Daly City	4/San Mateo	Affordable Housing & Mixed-use	A 47-unit affordable housing development with parking and 13,300 square feet of commercial retail on 17,000 square foot urban site--117 units per acre. Average walking distance to transit and shopping is 50 feet.	Daly City Redevelopment Agency, Low Income Housing and Trust Corporation.
Sumner Street Townhouses	City of San Francisco	4/San Francisco	Compact, infill development	Four townhouses on .07 acres with one parking space per unit. Residential density: 55 units/acre. The townhouses whimsically mutates the San Francisco urban mews. Average distance to transit and shopping—three blocks.	Commercial Financing.
Acorn/Prescott Neighborhood Transportation Plan Improvements	City of Oakland	4/Alameda	Multimodal Planning	Comprehensive transportation plan designed to offer better connections between the neighborhood shopping center, downtown Oakland, the West Oakland BART station transit hub, and over 900 units of new or renovated housing.	MTC Transportation for Livable Communities grant.

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Downtown Streetscape Improvements	City of Napa	4/Napa	Mainstreet Streetscape	Pedestrian improvement project to provide a strong link between the historic downtown and the town center.	MTC Transportation for Livable Communities grant.
Ohlone-Chynoweth Commons	City of San Jose	4/Santa Clara	TOD, Affordable Housing	An affordable housing development adjacent to the Ohlone-Chynoweth light-rail station in San Jose.	MTC Transportation for Livable Communities grant.
The Bay Area Alliance for Sustainable Development	Bay Area	4/Various	Regional Smart Growth Coalition	Formed in 1998 by 45 leaders of business, environmental and social equity groups and government agencies, this group is striving to forge regional cooperation in transportation, land use, growth management and other areas of common interest.	
The Bay Area Transportation and Land Use Coalition	County of San Francisco	4/San Francisco	Regional Smart Growth Coalition	Coalition encourages public agencies, private developers, and groups of concerned citizens to promote policies and take actions leading to intelligent, sustainable land use patterns and an efficient and equitable transportation system. The coalition won \$186 million for public transit, paratransit, bicycle and pedestrian safety, and transit-oriented development in the County's proposed transportation sales tax.	
The Silicon Valley Manufacturing Group	County of Santa Clara	4/Santa Clara	Regional Smart Growth Coalition	A group of major Santa Clara County employers actively supporting residential development has joined with the county to create a Housing Trust Fund to raise money for first-time homebuyers' assistance, affordable rental housing and homeless shelters.	
Santa Clara County/Multi-City Partnership	County of Santa Clara County & 15 Santa Clara County Cities	4/Santa Clara	Regional Smart Growth Coalition	Each of Santa Clara County's 15 cities have voluntarily delineated and adopted formal urban service area (USA) boundaries and designated that all lands outside these USAs may be devoted only to non-urban uses or very low densities of development. The adoption of USA boundaries has minimized municipal infrastructure and service costs, given cities greater control over the timing and location of urban development, revitalized existing urban areas by encouraging infill and redevelopment on vacant and underused lands, and directed development away from hazardous sites, environmentally sensitive areas, and important open spaces.	

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San Mateo County Transit Oriented Development Incentive Program	County of San Mateo	4/San Mateo	TOD	Program seeks to encourage density around transit stations through a grant program from C/CAGE to local jurisdictions. Grant totals are determined by awarding \$2,000 per bedroom in SIP reserve funds for a new housing development within .3 miles of a transit station and with a minimum of 40 units per net acre. Mixed use is encouraged but not required.	
Inter-Regional Partnership (RIP)	60 cities and 5 counties: Alameda, Contra Costa, Santa Clara, San Joaquin and Stanislaus	4/Various	Regional Smart Growth Coalition	The IRP promotes commute-reducing ideas: rezone underdeveloped commercial land for residential use, limit new commercial land for residential use, limit new commercial development until housing growth catches up to demand, promote higher density developments near transit hubs, and provide tax incentives for people who live near their work.	
San Jose Housing Investment Plan	City of San Jose	4/Santa Clara	Affordable Housing	From 1989 to 1995, San Jose funded more than 5,000 living units and helped over 15,000 residents. Program targets large families and those with very low incomes.	
San Luis Obispo Council of Governments (SLOCOG) PLACE3S Modeling Method	County of San Luis Obispo	5/San Luis Obispo	Alternative Growth Scenarios	To implement a land use and urban design computer modeling method (PLACE3S) created to help communities understand how growth and development decisions can contribute to improved sustainability.	CT Community Based Transportation Planning grant award.
Santa Barbara County Goleta Old Town Revitalization	Santa Barbara County	5/Santa Barbara	Infill, Multimodal Planning	Multi-modal plan for Goleta Old Town Revitalization to retrofit an aging downtown. Includes South Fairview Ave. beautification project and San Jose Creek Class I bikepath.	CT Community Based Transportation Planning grant award.
Santa Barbara County South Coast Coalition	County of Santa Barbara	5/Santa Barbara	Regional Smart Growth Coalition	A group of business leaders, environmentalists, elected officials and local planners from 5 communities have reached agreement on 4 land-use principles: Integrate individual general plans, create and enforce a permanent urban growth boundary, develop an integrated multimodal transportation system, and promote compact development.	

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Tulare County Redevelopment Agency (TCRA) and Local Government Commission (LGC) Cutler and Orosi State Route 63 Design Charrette	Tulare County, City of Cutler, City of Orosi	6/Tulare	Mainstreet, Multimodal Planning	To prepare, organize and execute a 5 day intensive and community-based design charrette around State Route 63 and its intersecting streets in the towns of Cutler and Orosi.	CT Community Based Transportation Planning grant award.
Creating Transportation Options in San Joaquin Valley	SJVAPCD, Cities of Fresno and Reedley, Growth Alternatives Alliance, Local Government Commission	6/Fresno	Land Use and Transportation Considerations in Planning	Through improved land use patterns, the project will attempt to implement guiding principles established by the Growth Alternatives Alliance: efficient land use in urban areas, livable communities emphasizing pedestrian and transit-oriented design, and protecting farmland. The cities will then implement ordinances and strategies as pilot projects to support these principles.	FHWA Transportation Community and System Preservation grant.
Reedley Smart Growth Initiative	City of Reedley	6/Fresno	Infill Development	Adopted Ahwanee Principles and no-sprawl policy with emphasis on infill development.	
Caltrans District 7 Arroyo Seco Parkway Corridor Study	Cities of Los Angeles, Pasadena and South Pasadena	7/Los Angeles	Multimodal Planning	Preparing schematic designs for pedestrian/multi-modal linkages for the communities adjacent to the historic Arroyo Seco Parkway. This National Register-eligible road is a significant historic transportation resource, linking some of the most ethnically and historically diverse communities in the Los Angeles basin.	CT Community Based Transportation Planning grant award.
Magnolia Meridian Courts	City of South Pasadena	7/Los Angeles	Planned mixed-use project	Mixed-use project located in the "historic core area" of the City of South Pasadena and is regulated by the Mission Street Specific Plan. One block from the Blue Line Station and the MTA bus stop, One block to shopping, restaurants and neighborhood serving retail.	City, Developer Equity and Metropolitan Transit Authority.

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Community and Environmental Transportation Acceptability Process (CETAP)	Riverside County	8/Riverside	Integrated Comprehensive Planning	Riverside County will integrate planning efforts into one unified blueprint for growth. "This is a comprehensive effort to address serious traffic congestion, habitat conservation, open space, transportation and land use issues. CETAP is targeted at identifying and preserving rights-of-way for the transportation corridors needed while balancing habitat, open space, development and transportation corridor decisions.	FHWA Transportation Community and System Preservation grant.
Partnership for Integrated Planning (PIP)	County of Merced	10/Merced	Alternative Growth Scenarios	The project will assemble and integrate data within the context of the Merced County Association of Governments (MCAG) twenty-year Regional Transportation Plan and the Merced County General Plan framework. Data will be modeled and displayed with Geographic Information Systems (GIS) models in several scenarios to evaluate and ultimately use to develop plan-level recommendations.	
City of Oceanside Smart Growth Planning/Transit Oriented Development (TOD) Project	City of Oceanside	11/San Diego	TOD	TOD project in the City of Oceanside. Prepare simulated development scenarios, a linkage plan, TOD Zoning Ordinances, and General Plan Amendments. Provide support for project development in the downtown, develop public education and development materials and complete environmental surveys and studies.	CT Community Based Transportation Planning grant award.
City of San Diego Planning and Development Review Department, Sustainable Development Master Plan	City of San Diego	11/San Diego	Alternative Growth Scenarios	Preparing a Sustainable Development Master Plan using INDEX and PLACE3S technologies for a Southeastern San Diego Enterprise Community to secure private investments yielding quantifiable sustainability improvements.	CT Community Based Transportation Planning grant award.

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Planning for Community Energy, Economic and Environmental Sustainability (PLACE3S)	City of San Diego, SANDAG, Business Improvement Associations, Neighborhood Planning Associations	11/San Diego	Tools for integrating land use and transportation	The California Energy Commission proposes to lead the effort to establish the PLACE3S method and GIS tools as a statewide program for regions and neighborhoods to use to increase the quality of transportation and land use planning. The five-year plan includes a high-quality pilot test of the method and GIS tools, focusing on the Urban Transit Interchanges Project located in an inner-ring old suburb of eastern San Diego, CA	FHWA Transportation Community and System Preservation grant.
Uptown District	City of San Diego	11/San Diego	Mixed-use infill development	This 1991 project converted a 14 acre eyesore that included an abandoned Sears Roebuck and parking lot into a human-scale, pedestrian-oriented neighborhood of 500-plus residents. A grid network of pedestrian-only streets around an urban park provides pleasant routes to shopping. Unique to most urban designs, the mixed-use project has a density of 43 units per acre is anchored commercially by a Ralph's Grocery, and most of the parking was designed underground to promote pedestrian activity.	
San Diego Smart Growth Coalition	County of San Diego	11/San Diego	Regional Smart Growth Coalition	Study teams formed to provide recommendations and input. Transportation study group recommendations state that planning policies must ensure new communities incorporate transit-oriented design principles, allow higher densities, provide for a wider mix of land uses, and provide more incentives to build in the urban core.	